



**DESIGN & ACCESS STATEMENT**  
**PROPOSED RESIDENTIAL DEVELOPMENT**  
**LAND AT BLOSSOM GARAGE, PENCADER, CARMARTHENSHIRE**

DRAFT



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## 1.0 INTRODUCTION

1.1 This statement has been prepared to support our Client's planning application for the proposed residential development of 16 detached and semi detached dwellings with access and parking at Blossom Garage, Pencader, Carmarthenshire.

1.2 This statement explains the concept and principles of the development in relation to accessibility, character, community safety, environmental sustainability, movement and assesses the proposal against the relevant Planning Policy framework. The statement demonstrates the proposal accords with relevant National and Local Planning Policy and other material planning policy considerations.

## 2.0 PLANNING POLICY CONTEXT

### Planning History

2.1 The following planning applications relate to the application site

W/08021 Housing Development for 2 dwellings  
Outline approval 01.04.05

W/16311 Dwelling and integral garage  
Approval 28.06.07

### National Planning policy





- 2.2 **The Wales Spatial Plan *People, Places, Futures*** sets a strategic framework to guide future development and policy interventions. It integrates the spatial aspects of National strategies for social inclusion and economic development, health, transport and environment, translating the Assembly Government's sustainable development duty into practice.
- 2.3 **Planning Policy Wales (PPW Edition 10) December 2018** sets out the land use planning policies of the Welsh Assembly Government. It is supplemented by a series of Technical Advice Notes. Procedural advice is given in circulars and policy clarification letters.
- 2.4 Section 3 states *'Good design is fundamental to creating sustainable places where people want to live, work and socialise. Design is not just about the architecture of a building but the relationship between all elements of the natural and built environment and between people and places. Meeting the objectives of good design should be the aim of all those involved in the development process and applied to all development proposals, at all scales.'*
- 2.5 Section 4 states *'The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. The Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. The planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:*
- *are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;*
  - *are designed in a way which integrates them with existing land uses and neighbourhoods; and*
  - *make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.*
- 2.6 With regard to housing, section 4 continues *'New housing development in both urban and rural areas should incorporate a mix of market and affordable house types, tenures and sizes to cater for the range of identified housing needs and contribute to the*





*development of sustainable and cohesive communities. Maximising the use of suitable previously developed and/or underutilised land for housing development can assist regeneration and at the same time relieve pressure for development on greenfield sites.'*

- 2.7 In respect of Conservation Areas, section 6 states 'The planning system must take into account the Welsh Government's objectives to protect, conserve, promote and enhance the historic environment as a resource for the general well-being of present and future generations. The specific Objective of the Welsh Government is to preserve or enhance the character or appearance of conservation areas, whilst the same time helping them remain vibrant and prosperous.'
- 2.8 It is accepted that 'there should be a general presumption in favour of the preservation or enhancement of the character or appearance of conservation areas or their settings.'
- 2.9 **Planning Policy Wales Technical Advice Note 12: Design**, sets out the Welsh Assembly Government's detailed advice on how to achieve good design in all development at every scale throughout Wales.
- 2.10 The guidance sets out the Assembly's objectives for good design, namely
- Access – ensuring ease of access for all.
  - Character – sustaining or enhancing local character. Promoting legible development. Promoting a successful relationship between public and private space. Promoting quality, choice and variety. Promoting innovative design.
  - Community safety – ensuring attractive, safe public spaces. Security through natural surveillance.
  - Environmental sustainability – achieving efficient use and protection of natural resources. Enhancing biodiversity. Designing for change.
  - Movement – promoting sustainable means of travel.





2.11 **TAN 18: Transport** is also considered relevant to the site.

## **LOCAL PLANNING POLICY**

2.12 Adopted Carmarthenshire Local Development Plan. Policies which are 'material considerations' to the determination of this planning application are:

### **Policy GP1 Sustainability and High Quality Design**

*Development proposals will be permitted where they accord with the following:*

- a) It conforms with and enhances the character and appearance of the site, building or area in terms of siting, appearance, scale, height, massing, elevation treatment, and detailing;*
- b) It incorporates existing landscape or other features, takes account of site contours and changes in levels and prominent skylines or ridges;*
- c) Utilises materials appropriate to the area within which it is located;*
- d) It would not have a significant impact on the amenity of adjacent land uses, properties, residents or the community;*
- e) Includes an integrated mixture of uses appropriate to the scale of the development;*
- f) It retains, and where appropriate incorporates important local features (including buildings, amenity areas, spaces, trees, woodlands and hedgerows) and ensures the use of good quality hard and soft landscaping and embraces opportunities to enhance biodiversity and ecological connectivity;*
- g) It achieves and creates attractive, safe places and public spaces, which ensures security through the 'designing-out-crime' principles of Secured by Design (including providing natural surveillance, visibility, well lit environments and areas of public movement);*





- h) *An appropriate access exists or can be provided which does not give rise to any parking or highway safety concerns on the site or within the locality;*
- i) *It protects and enhances the landscape, townscape, historic and cultural heritage of the County and there are no adverse effects on the setting or integrity of the historic environment;*
- j) *It ensures or provides for, the satisfactory generation, treatment and disposal of both surface and foul water;*
- k) *It has regard to the generation, treatment and disposal of waste.*
- l) *It has regard for the safe, effective and efficient use of the transportation network;*
- m) *It provides an integrated network which promotes the interests of pedestrians, cyclists and public transport which ensures ease of access for all;*
- n) *It includes, where applicable, provision for the appropriate management and eradication of invasive species*

#### **Policy GP2 Development Limits**

*Development Limits are defined for those settlements identified as Growth Areas, Service Centres, Local Service Centres and identified Sustainable Communities within the settlement framework.*

*Proposals within defined Development Limits will be permitted, subject to policies and proposals of this Plan, national policies and other material planning considerations*

#### **Policy GP4 Infrastructure and New Development**

*Proposals for development will be permitted where the infrastructure is adequate to meet the needs of the development.*





Proposals where new or improved infrastructure is required but does not form part of an infrastructure provider's improvement programme may be permitted where it can be satisfactorily demonstrated that this infrastructure will exist, or where the required work is funded by (or an appropriate contribution is provided by) the developer.

Planning obligations and conditions will be used (where appropriate) to ensure that new or improved facilities are provided to serve the new development.

### **Policy H2 Housing within Development Limits**

A. Proposals for housing developments on unallocated sites within the development limits of a defined settlement (Policy SP3) will, where they are not subject to the provisions of Part B below, be permitted, provided they are in accordance with the principles of the Plan's strategy and its policies and proposals.

B. Housing developments of five or more dwellings in a Tier 4 settlement listed as not containing any key facilities or services (see paragraph 6.2.56 below) will not be permitted, except where they contribute to the provision of affordable housing to meet identified local need (as defined within the Glossary of Terms), and provided that:

- i. They are of a scale in keeping with the character of the settlement;
- ii. The benefits of initial affordability are retained in perpetuity for all subsequent occupants;
- iii. They are of a size, scale, and design compatible with affordable dwellings and available to low or moderate income groups.

### **Policy AH1 Affordable Housing**

A contribution to affordable housing will be required on all housing allocations and windfall sites. The Council will seek a level of affordable housing contribution of 30% in the higher viable areas, 20% in the middle viable areas, and 10% within the Ammanford / Cross Hands sub-market areas.





Where viability at the target levels cannot be achieved, variation may be agreed on a case-by-case basis.

#### On Site Contributions

The affordable housing will be required to be provided on proposals of 5 or more dwellings in all settlements. Where adjacent and related residential proposals result in combined numbers meeting or exceeding the above threshold, the Council will seek an element of affordable housing based on the affordable housing target percentages set out above.

Proposals will be required to ensure that the dwelling remains affordable for all subsequent occupants in perpetuity.

#### Commuted Sums

Where an open market residential site falls below the above thresholds, a contribution through a commuted sum towards the provision of affordable housing will be sought. The level of contribution sought through a commuted sum will vary based upon its location within the high, medium and low viability sub-market areas as set out above. Commuted sum charges will be based on floor space (cost per sq.m).

#### **Policy AH2 Affordable Housing – Exceptions Sites**

Proposals for 100% affordable housing development on sites immediately adjacent to the Development Limits of defined settlements (Policy SP3), will in exceptional circumstances be permitted where it is to meet a genuine identified local need (as defined within the Glossary of Terms) and where:

- a. The site represents a logical extension to the Development Limits and is of a scale appropriate and in keeping with the character of the settlement;
- b. The benefits of the initial affordability will be retained for all subsequent occupants;
- c. It is of a size, scale and design compatible with an affordable dwelling and available to low or moderate income groups;





- d. There are no market housing schemes within the settlement being, or projected to be developed which include a requirement for affordable housing.

### **Policy TR3 Highways in Developments - Design Considerations**

The design and layout of all development proposals will, where appropriate, be required to include:

- a. An integrated network of convenient and safe pedestrian and cycle routes (within and from the site) which promotes the interests of pedestrians, cyclists and public transport;
- b. Suitable provision for access by public transport;
- c. Appropriate parking and where applicable, servicing space in accordance with required standards;
- d. Infrastructure and spaces allowing safe and easy access for those with mobility difficulties;
- e. Required access standards reflective of the relevant Class of road and speed restrictions including visibility splays and design features and calming measures necessary to ensure highway safety and the ease of movement is maintained, and where required enhanced;
- f. Provision for Sustainable Urban Drainage Systems to allow for the disposal of surface water run off from the highway.

Proposals which do not generate unacceptable levels of traffic on the surrounding road network and would not be detrimental to highway safety or cause significant harm to the amenity of residents will be permitted.

Proposals which will not result in offsite congestion in terms of parking or service provision or where the capacity of the network is sufficient to serve the development will be permitted. Developers may be required to facilitate appropriate works as part of the granting of any permission.

### **Policy EP2 Pollution**





Proposals for development should wherever possible seek to minimise the impacts of pollution. New developments will be required to demonstrate that they:

- a. Do not conflict with National Air Quality Strategy objectives, or adversely affect to a significant extent, designated Air Quality Management Areas (permitted developments may be conditioned to abide by best practice);
- b. Do not cause a deterioration in water quality;
- c. Ensure that light and noise pollution are where appropriate minimised;
- d. Ensure that risks arising from contaminated land are addressed through an appropriate land investigation and assessment of risk and land remediation to ensure its suitability for the proposed use.

#### **Policy EP3 Sustainable Drainage**

Proposals for development will be required to demonstrate that the impact of surface water drainage, including the effectiveness of incorporating Sustainable Drainage Systems (SUDS), has been fully investigated.

The details and options resulting from the investigation must show that there are justifiable reasons for not incorporating SUDS into the scheme in accordance with section 8 of TAN 15

#### **Policy REC2 Open Space Provision and New Developments**

All new residential developments of five or more units will be required to provide on site open space in accordance with the Council's adopted standards of 2.4ha per 1000 population.

In the event that the above standards cannot be met on site, or where there is sufficient existing provision already available to service the development, then off site financial contributions will be sought as and where appropriate.

#### **Supplementary Planning Guidance**





- 2.13 Supplementary Planning Guidance adopted by the Council which supplement Development Plan policies are also 'material considerations' to the determination of planning applications.
- 2.14 Relevance guidance in respect of affordable housing for sites of less or more than 5 units is provided in SPG Affordable Housing. Guidance on the Welsh Language, Planning Obligations, Leisure & Public Open Space is also relevant.

### **Statutory Pre-application consultation**

- 2.15 In February 2017 a statutory pre-application consultation was made to the Local Authority seeking advice on the proposed construction of either 8, 12 or 20 dwelling options at the site. The response from the Local Authority as received in November 2017.
- 2.16 Whilst part of the site is located outside the development limits, it was recognised that the whole site can be considered as previously developed land. There was no objection in principle to the development of Option A (8 dwellings), which was wholly within the development limits.
- 2.17 With regard to Options B and C (12 / 20 dwellings), it was suggested that representations were made to the Local Authority to have the development limits extended to include the whole site as part of the review of the Local Development Plan.

### **Candidate Site Representations**

- 2.18 In August 2018, a Site Assessment Methodology was submitted to the Local Authority for consideration of the suitability of the site for inclusion in the revised Carmarthenshire Local Development Plan.



2.19 Whilst the consultation is ongoing, the site is recognised as a site which will be taken forward for a further, more detailed assessment as part of the preparation of the Deposit LDP. These sites will be considered against the site assessment methodology as the Plan progresses through its preparatory process. The location of the site relates to a settlement identified as a service centre within the Preferred Strategy. Specific consideration will be given to its inclusion or otherwise as part of the preparation of the Deposit LDP.

### 3.0 SITE & SURROUNDINGS

3.1 The application site comprises a long established haulage business located on the B4559 carriageway. Whilst part of the current operational area is outside the settlement boundary, the site is recognised as previously developed land. The site has an exiting access onto the B4559. The site measures approximately 0.5 Ha.



3.2 Pencader is a small village in Carmarthenshire, located some 3 miles south east of Llandysul and 6 ½ miles south west of Llanybydder. The River Teifi forms the northern boundary and the southern boundary lies just to the south of Nant Alltwalis. To the east lies the Brechfa



forest and to the west Nant Gwyddil. The rural landscape surrounding the site contains areas of woodland, rivers, pasture and arable fields.

- 3.3 To the south of the site is the Pencader Premier Stores, to the north is a Happy Shopper convenience store, Bridge House Café / Takeaway, Public House. The village has a number of religious establishments, a Welsh medium primary school – Ysgol Cae'r Felin, children's playground and a number of local community groups.
- 3.4 The Traws Cymru (T1 and T1C) runs through the village between Carmarthen and Aberystwyth on an hourly basis between 07.30 and 19.30, with the No. 621 running to Llandysul throughout the day.
- 3.5 A preliminary Ecological Assessment, prepared by Acer Ecology, is submitted as part of the application. The summary of the report states that *'the Afon Teifi SSSI and SAC lies 375m to the north-east of Blossom Garage. It is designated for several bat species. It is considered unlikely that a development would impact this designated site. No habitats on site are considered likely to be greater than site ecological value. Appropriate mitigation measures should be set in place to avoid or minimise impacts to any identified species.'*
- 3.6 The existing buildings on site were found to have a negligible potential for roosting or hibernation of bats and no evidence was found within the buildings.
- 3.7 No records of Dormice, Badgers reptiles or other mammals were made at the site. No habitats within the site boundary are listed as a 'habitats of principal importance for conservation of biological diversity in Wales'.



3.8 An Initial Arboricultural Survey Report, completed by Cardiff Treescapes, supports this application. The report summarises that *'much of the internal part of the site is free of trees with some self-sown Goat Willow and Blackthorn trees having established, but there are numerous mature trees around the site perimeter along with mature and overgrown hedgerows'*.

3.9 Three small groups of trees will be removed as a result of the proposed development. Trees to be removed are all category 2 trees, which are either self sown or part of a group of planted Leyland Cypress, which are all considered to have little amenity or habitat value. All significant tree bounding the site are to be retained and managed.

#### 4.0 PROPOSAL

4.1 The application proposal envisages the residential development of sixteen detached and semi detached dwellings, comprising 2 and 3 storey 3 and 4 bed properties. The proposal includes a mix of five house types.



4.2 The proposal will be set around a private access road, with each new property benefitting from 2 dedicated off road vehicle spaces per dwelling and secure, enclosed private garden areas. Safe pedestrian footpaths access will be provided throughout the site and onto the B4459.

4.3 Details of the site entrance have previously been agreed with the Council's Highways Officers.

4.4 A full assessment of the physical characteristics of the site and its context in relation to surrounding development was undertaken to identify opportunities and constraints presented by the site

4.5 House Type A (plots 01, 02, 09, 10, 15 and 16) will be a semi detached property with accommodation set over 3 floors. At ground floor level, accommodation will include a living room, kitchen / diner, utility and WC, with 2 double bedrooms (1 ensuite) a single bedroom and family bathroom at 1<sup>st</sup> floor and a further double bedroom with ensuite located within the dormer roof space at 2<sup>nd</sup> floor level.



4.6 As the elevations illustrate, House type A will be a mix of red brown facing brickwork to the lower level with painted render above, under a synthetic slate roof. Windows and doors will be grey upvc double glazed units.

4.7 House Type B dwellings (plots 03, 04, 07, 08, 11 and 12) will generally replicate the layout of type A dwellings, save for the square bays to the front elevations. Type B elevations will be fully painted render.



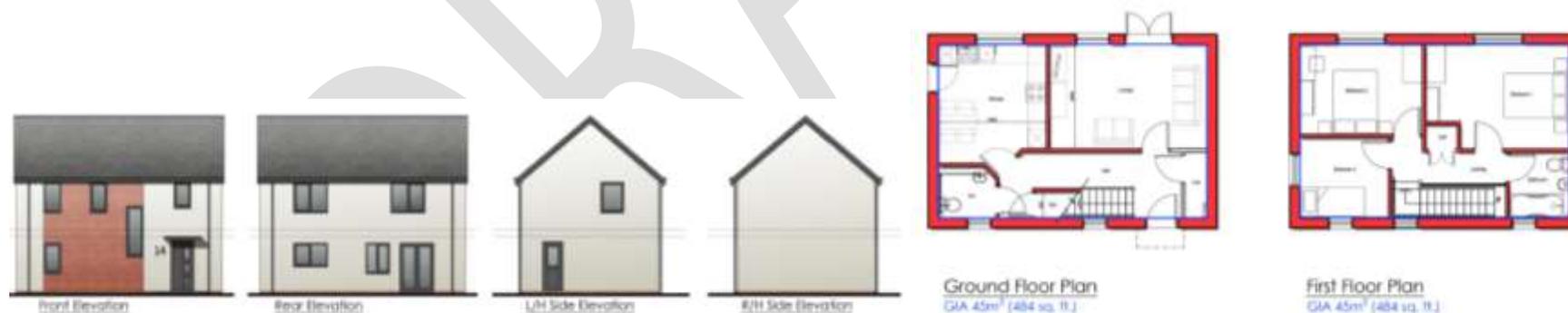
4.8 House type C dwellings (plots 05 and 13), will similarly replicate the layout of type A properties, but will be detached. To add contrast and interest to the development, the elevations will be painted render, with the front bays and rear dormer elevations being clad in a coloured weatherboarding.



4.9 House type D (plot 06) will comprise a 2 storey detached property with a living room, kitchen / dining room and WC at ground floor and 3 bedrooms (1 ensuite) and family bathroom at 1<sup>st</sup> floor level. Elevations will replicate house type C, with painted render and weatherboard detailing.



4.10 House type E (plot 14) will be a 2 storey detached property with painted render elevations. At ground floor accommodation will include a living room, kitchen / diner and WC, with 3 bedrooms and a family bathroom at 1<sup>st</sup> floor level.



4.11 The proposed development will be sympathetic to the surrounding area, utilising a limited pallet of materials, comprising:

- Roof – grey synthetic slates



- Walls – painted render, red / brown facing brickwork, coloured weatherboard cladding
- Windows and doors – upvc double glazing

### **Access / Movement**

- 4.12 The design approach adopted by the applicant is 'to provide a barrier free environment for all'. Access will be interpreted to include access into and within buildings and the curtilage of the application site.
- 4.13 The position of the site adjacent to the B4459 presents no problems for pedestrians or car borne visitors. Public transport is readily accessible from the site.
- 4.14 Vehicular access to the site will be via an improved access road from the B4459 providing adequate vision splays to the north and south as previously agreed with the Council's Highways Officers.
- 4.15 This statement is intended to provide a broad indication of design philosophy in respect of the scheme at planning stage which will be augmented and amended as the detailed design progress to Building Regulation approval stage in accord with the requirements of Part 'M' of the 1990 Building Act.
- 4.16 Pedestrian access points to the building are clearly illustrated on the submitted application drawings.

### **Parking provision/setting down points**

Dedicated residents parking spaces are provided immediately adjacent to each property.





### **Circulation routes – motor vehicles/cyclists/pedestrians**

The scheme is accessible to motor vehicles, pedestrians and cyclists.

### **Visibility of entrances and access to buildings**

The principal entrances to the site will have dedicated lighting.

### **Emergency vehicles**

The scheme has been designed to provide access for emergency vehicles to all parts of the development.

### **External lighting**

Adequate external lighting is provided to assist pedestrian access from outside the site and on-site

### **COMMUNITY SAFETY**

- 4.17 The scheme has been designed with habitable windows positioned to afford natural surveillance of the building entrances and private parking areas.
- 4.18 The established nature of the area creates a sense of community and 'ownership' discouraging anti-social behaviour.
- 4.19 The presence of habitable room windows to the new highway elevations should act as a deterrent to casual on-street car related crimes.
- 4.20 The application site is within close distance from extensive local facilities.



### **Windows and Doors**

- 4.21 All ground floor windows to be BS 7950:1997 Specification for enhanced security performance of casement and tilt and turn windows for domestic applications. Accredited with (UKAS) accredited test facilities.

### **Perimeter wall**

- 4.22 The proposed development will be defined by enhanced site boundaries, details to be subsequently agreed with the Local Authority.

### **Lighting**

- 4.23 The site will be lit to BS5489 and be positioned to ensure an even spread of light over the pedestrian accesses.

## **5.0 ENVIRONMENTAL SUSTAINABILITY**

- 5.1 The scheme was developed in response to a detailed assessment of the character and appearance of the site and surrounding area, as set out in this statement.
- 5.2 The scheme makes efficient use of the site and is located with good access to local facilities by public transport. Local public transport is readily accessible, with bus routes from the B4459.
- 5.3 The scheme will explore the viability and where appropriate, seek to encompass renewable energy technologies and design, such as:

### **Design**

- Passive design in particular 'natural ventilation', 'natural daylighting and 'orientation'





- Whilst detailed assessment of potential renewable energy technologies will be undertaken prior to the commencement of work on site, it is recognised that certain technologies may impact on the external appearance of the buildings.
- Solar panels are considered to be most likely alternative technology which might prove to be a viable and practical energy source to be incorporated in this development.

### **Fabric**

- Encourage the use of materials with lower environmental impact over their life cycle.
- Encourage the specification of responsible and where practical locally sourced materials for the basic building and finishing elements including re-use of materials, recycled materials, legally sourced timber and supply chain (ems).
- High levels of insulation exceeding current Building Regulation standards

### **Services: Mechanical/Heating**

- Ground source heat pumps.
- Air source heat pumps
- Heat recovery systems
- Geothermal water heating systems
- Thermally efficient boilers

### **Services: Electrical**

- Solar water heating and photovoltaics electricity generation
- Low energy lighting fixtures
- Energy metering
- Dual flush WC to reduce water consumption



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### **Services: Drainage**

- Sustainable drainage system (suds)
- Water conservation including water collection (water butts) and 'grey water' collection.

### **Waste**

- Panned waste recycling
- Composting
- Adequate provision for domestic waste and recycling

### **Alternative energy sources**

- Low or zero carbon energy sources

## **6.0 CONCLUSION**

6.1 The proposal seeks consent for the proposed residential development of 16 detached and semi detached dwellings with access and parking at Blossom Garage, Pencader, Carmarthenshire.

6.2 The proposed scheme will take maximum advantage of the site's position within this established residential area to create an attractive and high-quality sustainable development. The site is within a sustainable location within easy distance of local facilities and public transport network.



- 6.3 The proposed application adheres to National and Local policies and guidelines and does not adversely affect the highway safety of neighbouring amenities of the area to warrant a refusal.

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